

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

April 11, 2000
MAG Office Building, Saguaro Conference Room
302 North First Avenue, Suite 200
Phoenix, Arizona 85003

MEMBERS ATTENDING

Ron Krosting, Mesa, Chairman	Thomas Madden for Chris Plumb,
Connie Brown for Jess Jarvis, ADOT	Maricopa County
*William Bates, Avondale	Glenn Cornwell, Paradise Valley
Ty Hofflander, Chandler	*Burton Charron, Peoria
*Carl Stephani, Gila Bend	Don Herp, Phoenix
*Rick Allred, Gilbert	*Bob Ronzo, Salt River Pima-Maricopa
Dan Sherwood for Grant Anderson, Glendale	Indian Community
Charles Hydeman, Goodyear	Bob Brown, Scottsdale
*Luis Gonzales, Guadalupe	Gregg Kent for Larry Shobe, Tempe
*Ralph Bossart, Litchfield Park	*Manuel Dominguez for Ralph Velez, Tolleson
	*Jesse Mendez, Youngtown

*Members neither present nor represented by Proxy

OTHERS PRESENT

BSB Murthy, ADOT	Paul Ward, MAG
Lloyd Page, Chandler	Steve Tate, MAG
Gordon Grandy, Fountain Hills	

1. Call to Order

The meeting was called to order by Chairman Grant Anderson at 1:34 p.m.

2. Approval of the March 14, 2000 Meeting Minutes

The March 14, 2000 meeting minutes were unanimously approved.

3. Call to the Audience and Stakeholders

There were no members of the public present to address the Committee.

4. Transportation Programming Manager's Report

Paul Ward reported that a draft Transportation Improvement Program (TIP) would be available by the end of April for public review and that the TRC would probably review the draft TIP at the end of May.

He also indicated that the upcoming MAG Management Committee meeting would include consideration of two amendments to the FY 2000-2004 TIP. The first amendment calls for the acceleration into FY 2000 of a ozone education project. The second calls for the acceleration of work on the Santan/Interstate 10/South Mountain Interchange into FY 2000. This last amendment is made possible through funding contributions by the City of Phoenix. Mr. Ward indicated that both amendments were likely to be accepted by the Management Committee.

5. Report on the Status of Federally Funded Projects Programmed for Fiscal Years 2000 through 2002 and the Federal Fund Balance

Mr. Ward referred to attachment one and stated that except for the completion of some Design Concept Reports, there had been little change in the status of federally funded projects programmed for FY 2000 through FY 2002 and that no new federal fund balance information had been received by him since the last meeting.

Connie Brown suggested that the appropriations cell on attachment one should be blank.

6. Closeout of the Federal Fiscal Year 2000

Mr. Ward passed out attachment two and noted that approximately \$5.5 million in projects have been requested to be carried forward into FY 2001. He also noted that the Town of Surprise had a dust stabilization project that might not be obligated on time this year and that the City of Phoenix had requested the carried forward of the construction portion of two projects.

Ron Krosting asked why the Town of Surprise had not requested the carry forward of the dust stabilization project. Mr. Ward indicated that the carried forward from the previous year and that current MAG rules allowed a project to be carried forward only once.

Mr. Ward stated that the Town of Paradise Valley had requested to advance the design portion of one of their projects into FY 2000 and that the City of Chandler had requested that the Federal match for one of their projects be increased to maximum allowable. It was noted that when the Chandler project had been added to the TIP, funding had been short and that Federal match had been reduced to allow more projects to be programmed.

Chuck Hydeman asked if the requested changes would affect other FY 2000 projects in the TIP. Paul Ward and Ron Krosting indicated that the changes would not affect other FY 2000 projects as there is currently \$3.0 million in unprogrammed funding in FY 2000 and \$5.5 million in projects is likely to be carried forward into FY 2001.

Mr. B.S.P Murthy noted that the Chandler project included some changes that may affect its environmental clearances.

Ty Hofflander moved and Don Herp seconded to recommend that the Town of Paradise Valley

should be allowed to accelerate the design portion of their PVY05-01, Tatum Boulevard at MacDonald Drive Intersection Improvement project from FY 2005 to FY 2000 for \$400,000 in Congestion Mitigation Air Quality (CMAQ) funds and that the City of Chandler should receive an additional \$308,400 in CMAQ funds for their CHN98-708, Alma School Road at Elliot Road Intersection project in FY 2000. The recommendation carried unanimously.

7. HPMS Update, Local Street Mileage Estimates

Steve Tate stated that MAG annually provides MAG member agencies with HPMS data for their areas for them to review and modify and edit. This review is carried out by either reviewing printouts of HPMS data, using a data entry system developed by MAG or by using a GIS system developed by ADOT. Those members that wish to use the MAD data entry system may download it from the MAG web site. This system should be available by 5:00 p.m. on Wednesday. Those members who wish to use the ADOT system should contact Mark Catchpole at ADOT. MAG member agencies with less than 12 HPMS sections will be provided with printouts to review. The update of the HPMS is due by April 30.

This year ADOT has requested that MAG member agencies review all HPMS sections to insure that the proper number of through lanes is coded for all sections. Mr. Tate passed out a handout listing the total number of sections in each MAG member agency and the number of sections that did not have the number of lanes coded in the database.

Steve Tate also reminded members that local street mileage data was due today, April 11.

8. Paving Dirt Roads

Paul Ward stated that he had been invited to attend a meeting with ADOT and FHWA staff concerning dirt road paving projects and asked for input from the Committee concerning design standards that could be used for determining the eligibility of roads for paving. He passed out a handout detailing an urban and a rural dirt road paving standard.

Ron Krosting suggested that the design speed for the urban standard should be from 25 mph to 35 mph. He also noted that sidewalks should probably be considered as a separate category to be reviewed by the MAG Pedestrian Working Group.

Paul Ward noted that the standards that were being proposed were minimum standards, that they focused on paving roadways only and that CMAQ eligible features like sidewalks may be questionable with regard to a road paving program.

Mr. Murthy noted that using Federal funding to pave dirt roadways was new ground for ADOT, particularly as these roadways were not functionally classified.

Bob Brown asked about the expedited environmental clearance design standard that had been suggested at a prior meeting. It was indicated that expedited environmental clearance was possible only where the improvements are entirely contained within the disturbed portion of the roadway.

Chuck Hydeman suggested that the rural standard would not be cost effective as it would be subject

to significant erosion and might need to be replaced within a very short time period. Thomas Madden noted that applicability of the rural standard would in part depend on terrain and drainage conditions.

Ron Krosting stressed that the urban standard could be applied should a member agency find the rural standard not acceptable. He also suggested that the rural standard should use 14 foot lane widths.

Ron Krosting also asked Paul Ward to report back to the Committee on the upcoming meeting with the FHWA. Paul indicated that he would report back to the Committee.

9. Adjournment

The meeting adjourned at 2:25 p.m.